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HAMILTON WATERFRONT STUDY

ALTERNATIVE CONCEPTS

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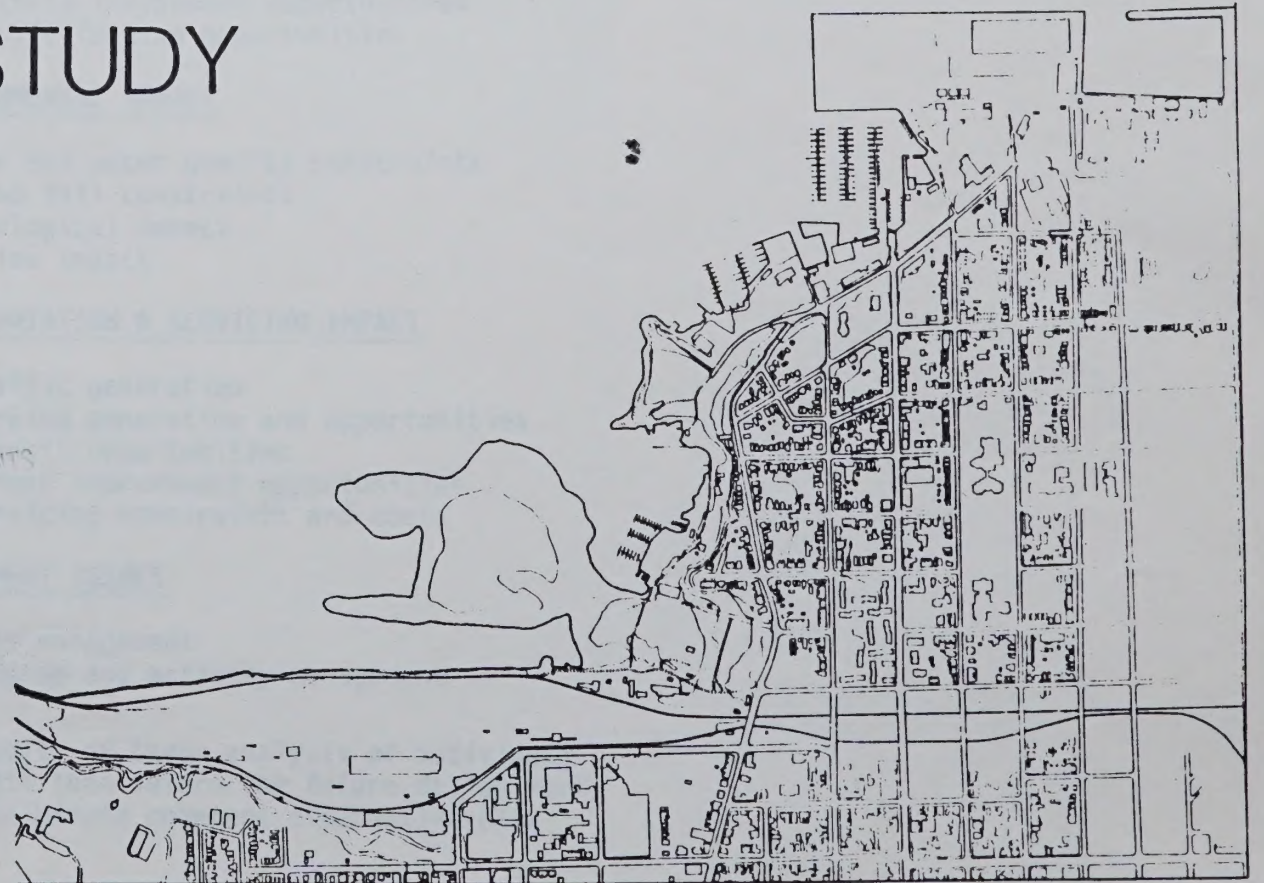
HAMILTON WATERFRONT STUDY

ALTERNATIVE CONCEPTS

URBAN MUNICIPAL
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GOVERNMENT DOCUMENTS

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COOMBES KIRKLAND BERRIDGE



The holding and the weekend workshop and the completion of the exploratory work by the economic, environmental and other members of the study team represents the end of the first phase ("The Strategy Phase") of the study. This report is intended to set out the basic concepts and issues which must be examined in the second phase, ("The Alternatives Phase").

The culmination of the Alternatives Phase is the presentation of three developed and analyzed alternative scenarios for the Hamilton waterfront. Those scenarios will then be available for public presentation and review, leading to the identification of the preferred scenario which can be finalized and brought forward for approval. We anticipate that those scenarios will be completed by early July.

The purpose of this report is therefore not to define precisely the content of those scenarios, but to isolate the concepts and issues which have emerged during the Strategy Phase. That process has, we feel, identified a number of common elements and themes that might be attributes of any future scenario. It also identified concepts for which either no consensus exists or on which there is insufficient technical information, and for which various alternatives must be constructed. We have attempted to define and describe both the common ground and those alternative concepts for the waterfront as a whole, and for each of the individual sub-areas of the waterfront.

The next phase of work therefore involves the heavy participation of the other members of the team in order that these alternative concepts can be properly explored and examined. That exploration and examination can be categorized under the following headings:

1. ECONOMIC ANALYSIS

- Cost estimation (Capital and operating)
- Market opportunity
- Feasibility
- Spin-off benefits
- Phasing/scheduling
- Private investment opportunities
- Public funding opportunities

2. ENVIRONMENTAL IMPACT

- Air and water quality constraints
- Land fill constraints
- Ecological impact
- Noise impact

3. TRANSPORTATION & SERVICING IMPACT

- Traffic generation
- Parking generation and opportunities
- Transit opportunities
- Street improvement opportunities
- Servicing constraints and costs

4. MANAGEMENT ISSUES

- Site management
- Program and activity management

The results of these analysis of individual concepts will then inform the future design work necessary to create coherent alternative plan scenarios.

1. Introduction

The first part of the report is devoted to the study of the problem of the existence of a solution of the system of equations (1) for a given set of parameters. It is shown that the system of equations (1) has a solution if and only if the parameters satisfy certain conditions. These conditions are given in the following theorem.

2. Main Results

- a. Existence of a solution of the system of equations (1) for a given set of parameters.
- b. Uniqueness of the solution of the system of equations (1) for a given set of parameters.
- c. Continuity of the solution of the system of equations (1) with respect to the parameters.
- d. Stability of the solution of the system of equations (1) with respect to the parameters.
- e. Asymptotic stability of the solution of the system of equations (1) with respect to the parameters.

3. Conclusions

- a. The system of equations (1) has a solution if and only if the parameters satisfy certain conditions.
- b. The solution of the system of equations (1) is unique for a given set of parameters.
- c. The solution of the system of equations (1) is continuous with respect to the parameters.
- d. The solution of the system of equations (1) is stable with respect to the parameters.
- e. The solution of the system of equations (1) is asymptotically stable with respect to the parameters.

4. References

- a. [1] A. A. [Name], [Title], [Journal], [Year].
- b. [2] B. B. [Name], [Title], [Journal], [Year].
- c. [3] C. C. [Name], [Title], [Journal], [Year].
- d. [4] D. D. [Name], [Title], [Journal], [Year].
- e. [5] E. E. [Name], [Title], [Journal], [Year].

5. Appendix

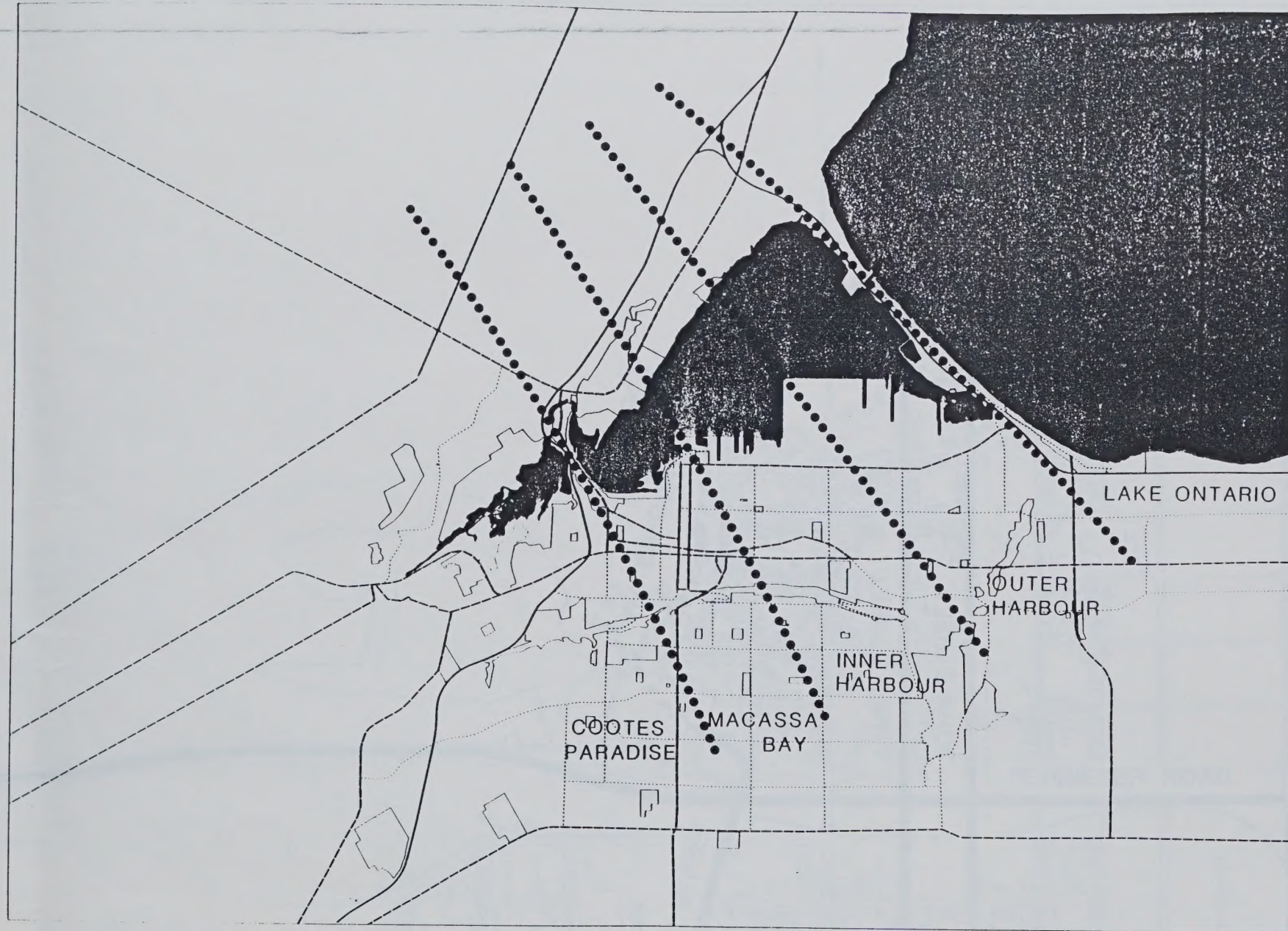
- a. [1] [Title], [Page].
- b. [2] [Title], [Page].
- c. [3] [Title], [Page].
- d. [4] [Title], [Page].
- e. [5] [Title], [Page].

The results of the study are given in the following table. It is shown that the system of equations (1) has a solution if and only if the parameters satisfy certain conditions. These conditions are given in the following theorem.

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GREATER HARBOUR

PLAN A

2. Common Themes

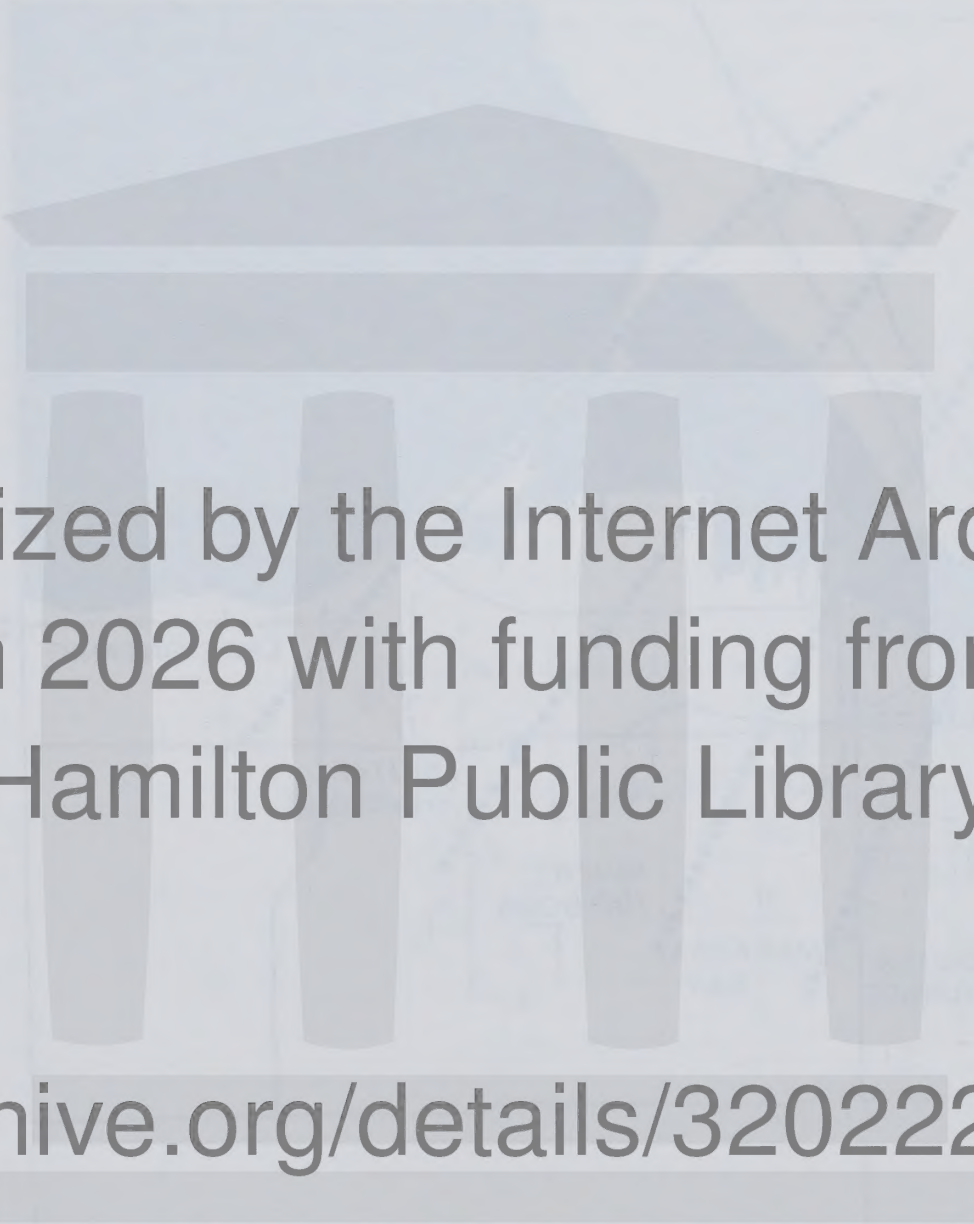
A remarkable amount of common ground regarding the future of the waterfront as a whole has emerged through the workshop process and the many other meetings held, and reports reviewed by the team. That common ground which should be incorporated in any alternative scenario is summarized below.

2.1 "Macassa Bay"

The Hamilton Waterfront has a number of different zones (See Plan A)

- Cootes Paradise
- Macassa Bay
- Inner Harbour
- Outer Harbour
- Lake Ontario

There is need to see the Western Waterfront in the context of the entire harbour.



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2.3 Road and Street Access

Poor access along Bay and James

- Poor regional road access
- Both streets unattractive
- James St. N. a symbolically important street

North End Neighbourhood

- Needs protection from through traffic
- Needs protection from parking demands

Perimeter Road

- Not likely in next 10-15 years
- Not a consideration in planning the site

Waterfront

- Need to minimize waterfront traffic impact
- Need to provide good road access to waterfront facilities



ROAD ACCESS

PLAN C

2.4 Pedestrian Circulation and Other Linkages

Waterfront access the rule, not the exception

- Continuous waterfront promenade
- Improved public access at yacht clubs and marinas

Pedestrian connections (See Plan D)

- To the RBG
- To Cootes Paradise
- To Dundurn Castle
- To the Eastern Waterfront

Other modes of transportation

- Bicycle
- Cross-country skiing
- Wheelchair accessible

Water connections (See Plan D)

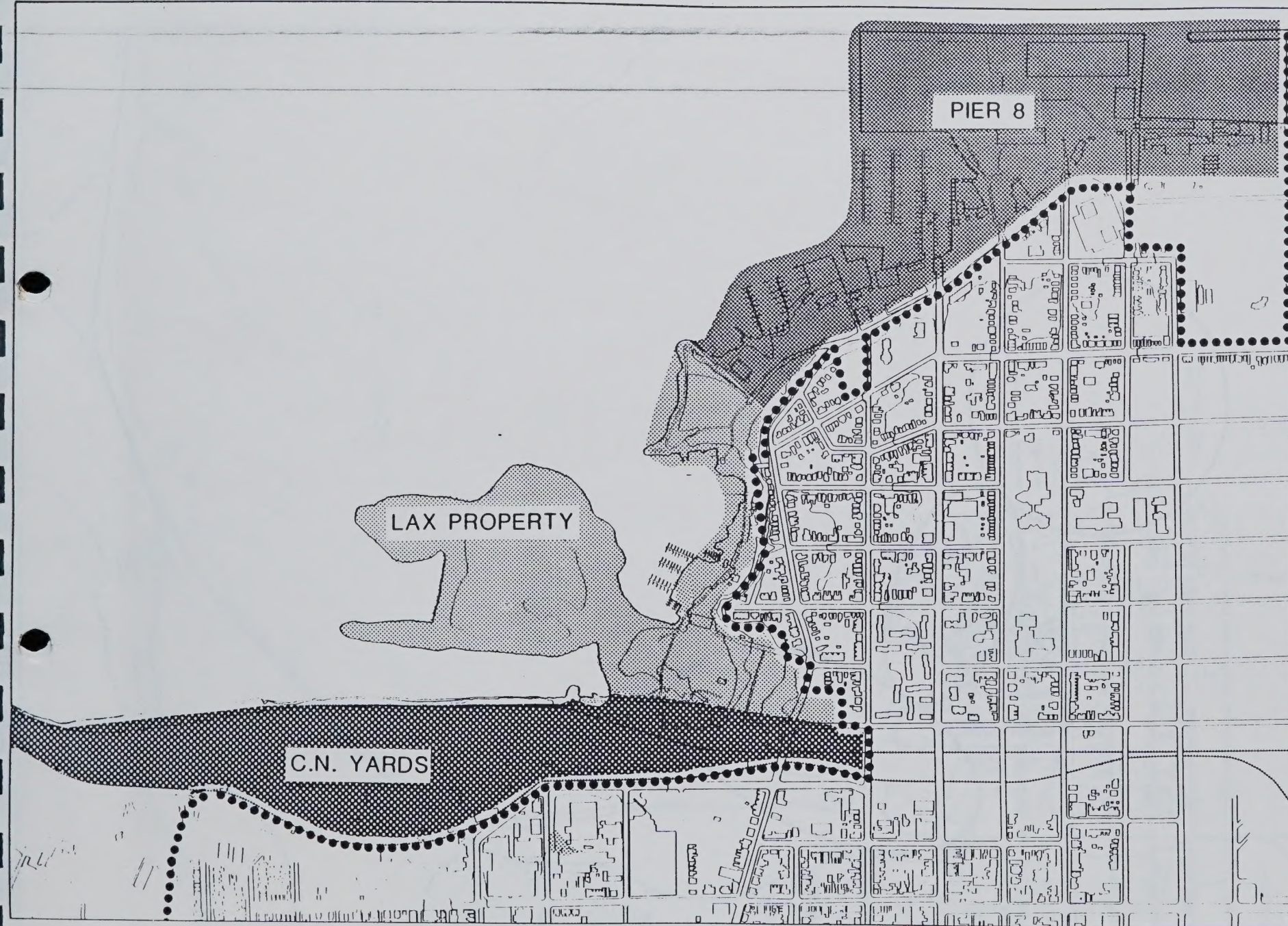
- Ferry or tour boat linkages to RBG, Burlington Beach, La Salle Park and the industrial areas



2.5 Land Availability

Different sectors of the site available at different times
(See Plan E)

- CN Yards unavailable for many years
- Lax Property - immediately available
- Pier 4 - immediately available
- Yacht Clubs & H.H.C. Marina currently leased and occupied
- Pier 8 - committed to shipping use



LAND AVAILABILITY

PLAN E

3. Precincts of the Site

The fall of different site conditions and different land availability has led us to section the study area into different precincts. Within each of those precincts, some common base plan elements exist, as well as many particular concepts, issues and ideas that need to be analyzed in the construction of the alternative site plans. This section reviews each of these precincts in turn.





DUNDURN

PLAN F

3.1

Dundurn

The Dundurn Lands encompass the area extending west along the CN Tracks from the neck of the Lax Property to the Desjardins Canal (See Plan F)

Basic Plan Concept:

- a continuous walkway to RBG with connections to Dundurn Castle and Cootes Paradise

Alternative Concepts and Issues:

- Specific design of walkway; relation to water, CN Tracks, landscaping
- Extent and nature of fill; environmental impact, aquatic habitat potential
- Connection to Dundurn; specific design of bridges, function, accessibility
- Connection to Cootes Paradise and RBG; specific design of bridges, destinations of walkways
- Costing and phasing

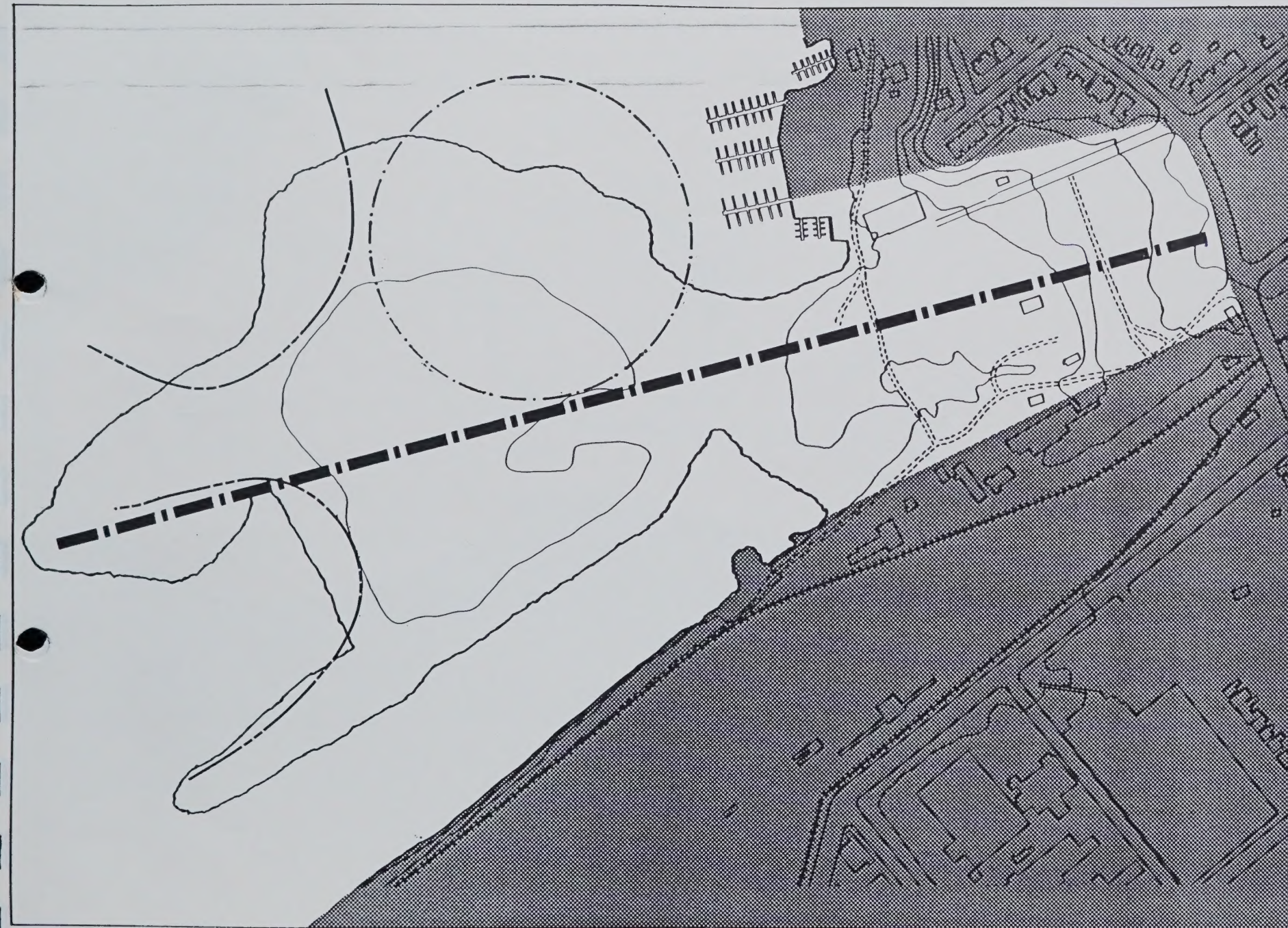
3.2

The Island

The area consisting of the Lax Property, extending back to Bay St. and north to the Macassa Bay Yacht Club (See Plan G)

Basic Plan Concept

- A recreational area, with a mix of facilities for cultural and entertainment activities, associated restaurant and retail uses as well as natural and wilderness areas
- More active uses would be located on the northern side of the island, more peaceful activities on the southern, with parking located towards Bay St.
- The current neck of land linking Lax to the mainland would be narrowed to a bridge to permit water circulation
- A landscaped entrance route from Bay St. would be created
- The land form would stay much as it is, with only minor modifications



THE ISLAND

PLAN G

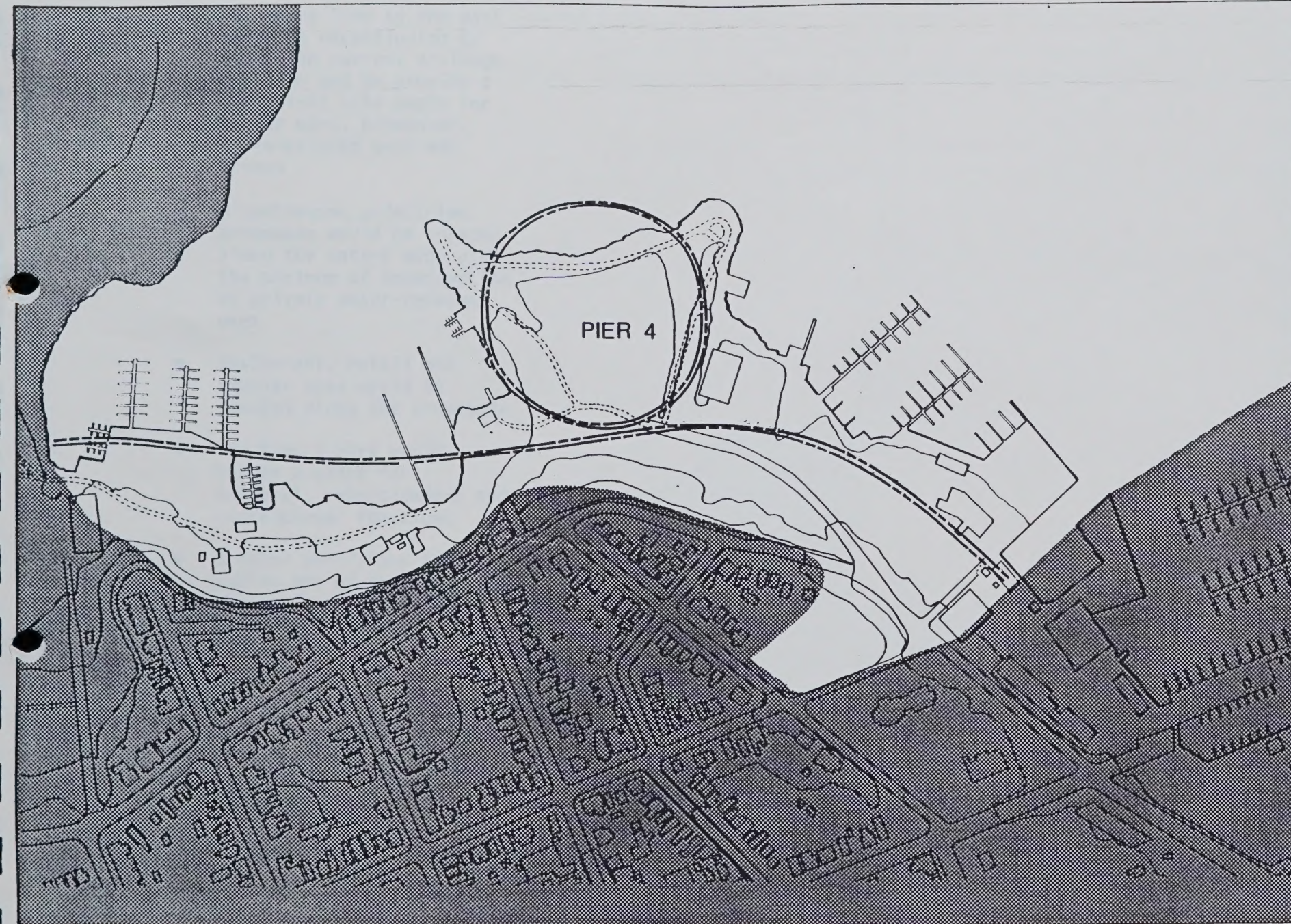
Alternative Concepts & Issues for the Island

- An amphitheater and a Crystal Palace; costs, benefits, land requirements, utilization, type of programming, parking and traffic generation, noise impact, alternative signing and design, alternative locations
- A swimming beach; water quality and depth, water treatment systems, activity generation, compatibility with adjacent areas
- Landscaped areas; picnic areas, lawn areas, formal garden areas, wilderness areas, wildlife areas
- Visiting boat moorings; location, number of moorings, ancillary service
- Relocation of Leander and other marine activities
- Restaurants and retail functions; location, number, economic viability

The area consisting of Pier 4, and the property to the south as far as the Lax Property (See Plan H)

Basic Plan Concept

- An active waterfront, with a mix of marine and shore-related uses linked by a promenade
- The core would be enlarged and probably dredged to permit water circulation around Lax



- The shore line to the east would be reconfigured to deal with current drainage problems and to provide a consistent site depth for marine uses, promenade, shore-related uses and access
- A continuous pedestrian promenade would be created along the waters edge with the minimum of interception by private water-related uses
- Restaurant, retail and similar uses would be located along the promenade
- The Pier 4 park would become a place for cultural, entertainment and recreational functions
- Greater provisions for easy public use of the water through more accessible marine activities

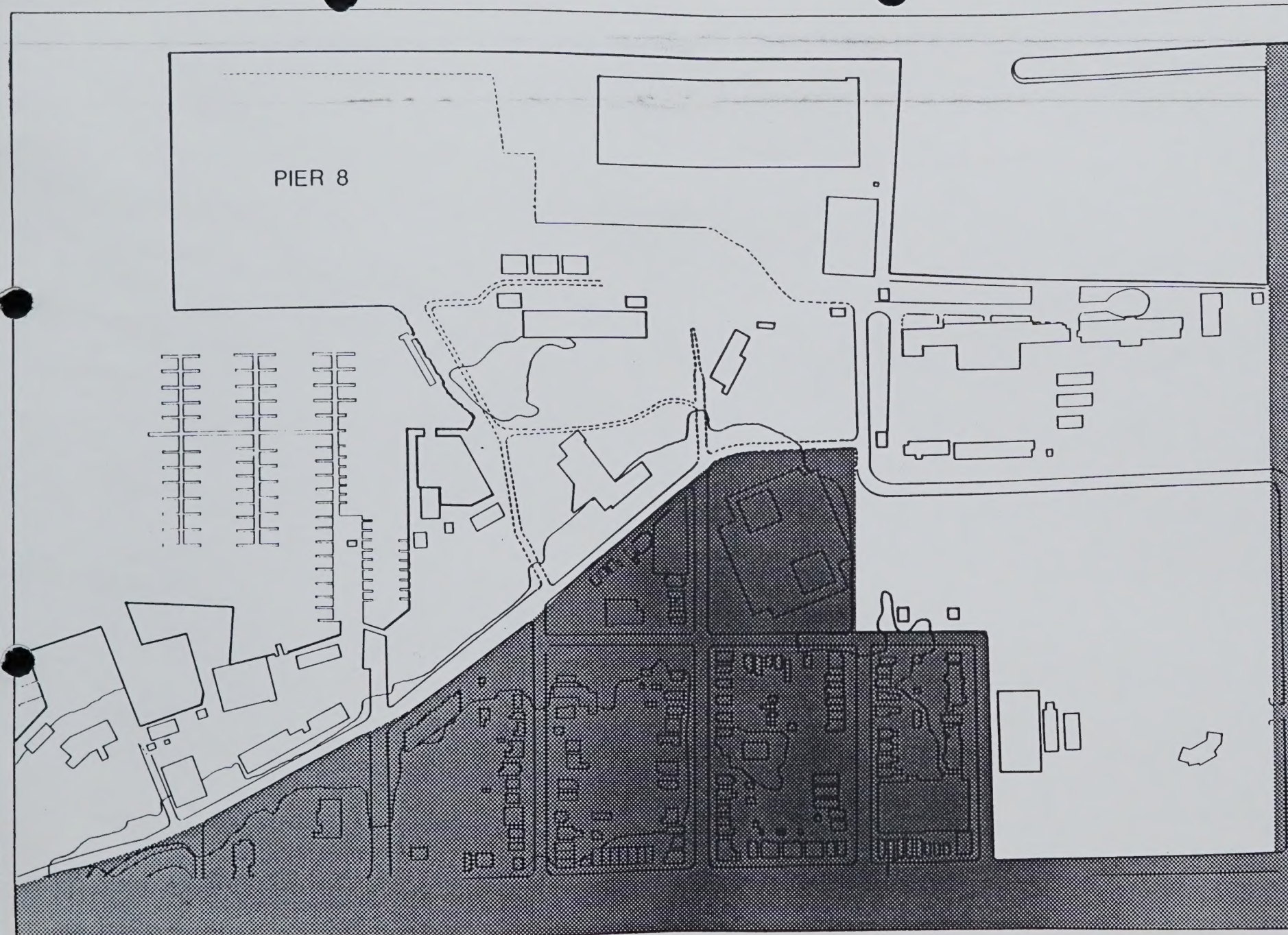
Alternative Concepts & Issues for Pier 4

- Extent and location of restaurant, retail and other uses
- Extent, location and type of any residential development
- Degree of reconfiguration of the current shoreline
- Specific design of waters edge promenade function
- Need for, and, design of, any connecting access road and associated parking areas
- Potential of Leander as a resource building for recreational, cultural and other events
- Potential for Pier 4 park as location for temporary structures for recreational, cultural and other events
- Cost, phasing and management implications of the above items

The area consisting of the lands in Hamilton Harbour Commissioners ownership, including Pier 8, and the yacht club and marina lands to the south.

Basic Plan Concept

- The Pier 8 section of the waterfront would be reserved for shipping related uses with the maximum public access consistent with that use
- if shipping related uses are relocated this area has great potential for a major mixed-use waterfront project of housing, commercial and hotel uses
- The area south of Pier 8 to Pier 4 should continue to be predominately used for marina and yacht club purposes, with greater public access
- Guise St. should be improved to become a more landscaped, promenade street



Alternative Concepts & Issues for Pier 8

- The longer term potential of the yacht club and marina area and any non-essential port lands for development intensification
- The degree of public access and use of this precinct
- The potential for expansion of the size and function of marina uses
- The potential for a James St. N. plaza



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